

The Hongkong Telegraph.

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NEW SERIES No. 8028

五六廿月九九年元統宣

MONDAY, NOVEMBER 8, 1909

一月八日英港香港

550 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUND
Sterling \$15,000,000
Silver \$15,000,000
REVERSE LIABILITY OF PROPRIETORS \$15,000,000

COUNCIL OF DIRECTORS:
Hon. Mr. W. J. Grason—Chairman.
H. E. Tomkins, Esq.—Deputy Chairman.
G. Balloch, Esq.
J. W. Baudow, Esq.
E. G. Barrett, Esq.
G. S. Gubbay, Esq.
C. R. Leesman, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 4 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3½ per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 4½ per cent. per annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 19th October, 1909. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,575,000
REVERSE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 4 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.
" " 6 " 3½ "
" " 3 " 2½ "
WM. DICKSON,
Manager.

Hongkong, 5th April, 1909. [22]

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,000,000

Head Office—YOKOHAMA.

Branches and Agents—
TOKIO. OHEFOO.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. OHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 4 per cent.
per annum on the daily balance.
On fixed deposits—

For 12 months 4% p.a.
" 6 " 3½ "
" 3 " 2½ "
TAKEO TAKAMIGI,
Manager.

Hongkong, 11th September, 1909. [17]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP Sh. TALES 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hamburg. Hankow.
Kobe. Peking. Singapore. Tientsin.
Tsingtau. Tientsin. Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Prussian Statebank).
Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fur Handel und Industrie

Robert Warshauer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Sons

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim Jr. & Co., Koenig.

Bayerische Hypotheken und Wechselbank,

Munich.

LONDON BANKERS:

Merle N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KORNH,

Manager.

Hongkong, 4th December, 1907. [18]

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 4 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager.

Hongkong, 12th January, 1907. [21]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$1,250,000
ABOUT MEX \$7,225,000
RESERVE FUND GOLD \$1,250,000
ABOUT MEX \$7,225,000

HEAD OFFICE: 60 WALL STREET, NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 3½ per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4½ per cent. per annum.
6 " 4 " " "
3 " 3 " " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 18th April, 1908. [22]

Intimations.

EXTRAORDINARY BARGAINS.

Come All! Don't miss this chance of getting such cheap things.

Everything reduced except the Regal Shoes.

Now is the chance to get things cheap!

At THE SAVOY,
13, Queen's Rd. Central.

Hongkong, 27th October, 1909. [19]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 A.M. to 10.00 A.M. ... Every 10 minutes
10.00 A.M. to 12.00 P.M. ... Every 15 minutes
12.30 P.M. to 12.45 P.M. ... Every 15 minutes
12.45 P.M. to 1.15 P.M. ... Every 10 minutes
1.15 P.M. to 1.45 P.M. ... Every 15 minutes
1.45 P.M. to 2.15 P.M. ... Every 10 minutes
2.15 P.M. to 3.00 P.M. ... Every 15 minutes
3.30 P.M. to 4.00 P.M. ... Every 15 minutes
4.00 P.M. to 5.00 P.M. ... Every 10 minutes
5.00 P.M. to 6.00 P.M. ... Every 10 minutes

NIGHT GATE: 8.45 P.M. and 9 P.M. 9.45 P.M. to 11.15 P.M. every half hour.

SUNDAYS: 9.00 A.M. to 9.30 A.M. ... Every 15 minutes
9.30 A.M. to 10.30 A.M. ... Every 10 minutes
10.30 A.M. to 11.00 A.M. ... Every 15 minutes
11.45 A.M. to 12.00 noon. ... Every 15 minutes
12.00 Noon to 1.00 P.M. ... Every 10 minutes
1.00 P.M. to 5.00 P.M. ... Every 15 minutes
5.00 P.M. to 6.00 P.M. ... Every 10 minutes
6.00 P.M. to 7.00 P.M. ... Every 15 minutes
7.00 P.M. to 8.00 P.M. ... Every 10 minutes.

NIGHT GATE as on Week Days.

SATURDAYS: Extra cars at 3.15 P.M., 11.30 P.M. and 11.45 P.M.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April, 1909. [21]

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$0.45 per Bag ex Factory.

SHEWAN TOWNS & CO., General Managers.

Hongkong, 15th August, 1909. [21]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	ASAYE	About 12th Nov.	Freight and Passage.
LONDON, &c., via usual Ports	DANVANHA	13th Nov.	See Special Advertisement.
SHANGHAI, MOJI, KOBE & PALAWAN	About 19th Nov.	Freight and Passage.	

YOKOHAMA Capt. C. R. Longden, R.N.R. 19th Nov.

FOR Further Particulars, apply to

E. A. HEWETT,
Superintendent.

P & O. S. N. Co.'s Office,
Hongkong, 1st November, 1909. [4]

Intimations.

LANE, CRAWFORD & CO.

A 5 or 10 Catty Box contains one of the most acceptable Presents to those at Home.

Orders placed before Nov. 11th will be delivered in the United Kingdom for XMAS.

1909 CUMSHAW TEA

LANE, CRAWFORD & CO.

ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALY-BLENDED

FOOCHOW TEA.

PRICES:
Including Freight, Duty and Delivery to any address in the United Kingdom.
Per 10 Catty Box, \$17.50. Per 5 Catty Box \$10.00. [38]

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Pier. [1]

Joint Service of HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

GANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 560 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintan" and "Saoul." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 14th NOVEMBER, 1909.

The Company's Steamship "HEUNGSHAN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Departure from Macao at 4 P.M.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the

NOTES.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINCESS ALICE".....	WEDNESDAY, Capt. F. Gieseck
		17th Nov., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG".....	About WEDNESDAY
	Capt. F. v. Bömer	17th Nov.
MANILA, YAP, NEW GUINEA; BRISBANE, SYDNEY & MEL- BOURNE	"PRINZ WALDEMAR".....	FRIDAY
	Capt. F. Isacke	3rd Dec., Daylight.
KUJAT and SANDAKAN	"BORNEO".....	Middle of November.
	Capt. F. Sembill	

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 5th November, 1909.

[5]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA ...	ERNEST SIMONS ...	Girard	8th Nov., P.M.
MARSEILLES, VIA PORTS	TOURANE	Bourge	9th Nov., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA ...	ERNEST SIMONS ...	Girard	Nov., P.M.
MARSEILLES, VIA PORTS	ARMAND BEHIC ...	Guionnet	23rd Nov., at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10, so return railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 26th October, 1909.

[9]

Intimations.

NOTICE.

Captain P. A. LAPICQUE, representative of the Compagnie Francaise des Indes et de l'Extreme Orient, having opened a Firm in Hongkong, the Agency of the MESSAGERIES CANTONNAISES at this port will be transferred by mutual consent from Messrs. BARRETT & CO. to the said NEW FIRM from the 1st of November next.

Captain LAPICQUE'S OFFICES are situated at No. 4, Queen's Buildings, in the premises occupied until now by the Hongkong and Whampoa Dock Co.

Telephone No. 950.

BARRETT & CO.

P. A. LAPICQUE.

Hongkong, 26th October, 1909.

[14]

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.
Lessons Given. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.

LONDON, John Street, Bedford Row, W.C.
SYDNEY, 49, Bentinck Street.

CALCUTTA, 59, Bentinck Street.
 SHANGHAI, 166, Nanking Road.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK. NO. 2 DOCK. NO. 3 DOCK.

(IN COURSE OF CONSTRUCTION.)	
Docking Length.....	515 ft.
Width of Entrance ...	80 "
Water on Blocks	28 "

Docking Length.....	376 ft.
Width of Entrance ...	50 "
Water on Blocks	26 "

Docking Length.....	48 ft.
Width of Entrance ...	63 "
Water on Blocks	21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Capitaines and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The scaling derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair, work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebera, Scotts, A. I., and Watkins.

Yokohama, April 28th, 1909.

EXECUTION OF FERRER.

Sailor Ferrer was shot by a picket of infantry at nine o'clock a.m. on October 13 in the hill prison of Montjuich, outside Barcelona.

At eight o'clock the previous night he was taken from his cell to the prison chapel, where two brethren of the Institution of Peace and Charity, whose members take charge of those condemned to death, awaited him. Sailor Ferrer was true to his principles and refused the Sacrament.

After midnight two of the brethren who take charge of the bodies of those executed appeared in Ferrer's presence. Soon the soldiers brought word to the prisoner that he must don the hood placed on the heads of those about to die.

The prisoner listened calmly and kept his courage to the last. When the time came he walked firmly in the middle of a strong guard from his cell to the place of execution.

Before the dawn came groups of peasants had assembled on the hill with the object of being present at the execution. Soldiers came out and drove them off at eight o'clock. About the same time Ferrer's counsel was admitted to his client and stayed by his side until the last moment.

The fatal volley was fired at nine o'clock. Ferrer faced the firing party with two of the brethren a little distance away on either side of him. He stood upright with his hooded face towards the rifles.

Bodies of cavalry and foot watched the execution, and below the prison on the hill were silent groups of people who had waited to hear the firing which should give them news of Ferrer's end.

A later message says that Sailor Ferrer spent the greater part of the night thinking out his will before a notary. Later he rested for a little while, but wrote a number of letters before the morning.

At the moment he was going to execution he saluted the officers present and courteously observed that he was "satisfied to die at the hands of these military gentlemen."

BULLION.

Messrs. Samuel Montagu & Co.'s circular, dated October 14, contains the following:—

Gold.—The arrivals of bar gold were £700,000 in amount, and were bought for France and Germany on the basis of 77s. 1d. p.o.z. std. The demand for the latter place was still strong when the supplies were exhausted.

A larger amount than usual had to be reserved for India, whence orders came more freely than for some time past, owing doubtless to the prosperous outlook of that country.

The following withdrawals have been made from the Bank:—

Oct. 7, £200,000 in sovereigns for Constantine.

Also

9, 340,000 in sovereigns for Egypt.

9, 300,000 in sovereigns for Constantinople.

9, 5,000 in sovereigns for Natal.

11, 20,000 in sovereigns for Roumania.

12, 20,000 in sovereigns for Guyasquil.

13, 20,000 in sovereigns for Colombo, making a net inflow of £805,000 during the week.

Silver.—There is no need to emphasize the importance of recent news from the Cobalt district of Canada.

The La Rosa Consolidated, which has been one of the principal mines of this region, announces that No. 9 vein, which was responsible for 200,000 oz. in the last fiscal year, has been struck 8' feet below the tunnel level, and, not only so, but the vein at this point has widened, and the value of the assay increased from a width of five inches and an assay of 3,000 oz. to the ton, to thirteen inches and 4,000 oz. In short, this one vein, hitherto good for 20,000 oz. a year, will turn out over four times this amount.

The indication thus conveyed, that far from petering out, Cobalt mining may improve at depth, opens up a prospect of such enhanced production that, should it take place in other parts of the mining area, demand could not possibly keep pace, and the price of silver would have to pay the penalty.

But it must be noted that the usual effect of falling prices on production would not ensue in this case, for assays are so very high that silver might fall to a nominal figure before such mining would cease to be payable.

The present appearance of the market does not bode confidence.

The 'book' position of the China Banks has been somewhat reduced on this side, but part of the reduction has been transferred practically to the Indian position.

On the other hand, China has been withdrawing some silver from the Bombay market.

Meanwhile, it is impossible to regard the large stock financed in London and Bombay by the Indian speculators as a "bull" point.

We do not infer that we are at the present moment on the verge of any important movement, but we cannot ignore those signs which render such a contingency possible. Unless a very large absorption of Bombay stocks take place before long, any wholesale transfer of accumulations from London to Bombay will not relieve the general situation.

'Forced feeding' would be resented by the Indian Bazaars, and naturally this will react on the price.

A substantial shipment is being made by the Bombay steamer; at the time of writing, over £100,000 has been shipped, and this total looks likely to be much exceeded.

A shipment of £50,000 has been made from Bombay, and £45,000 from San Francisco, both for the Far East.

The paragraph in last week's bullion letter in regard to the circulation of foreign bank paper in China, which emanated from Chinese sources, is considered to relate to that of British Banks.

The quotations to-day for cash and a month are respectively 1s. 6d. below those quoted a week ago.

Quotations for bar silver p. vs std.

Oct. 8, 23 11/16d cash, 23 1/2d a mos. Bank Rate 4 per cent.

" 9, 23 11/16d cash, 23 1/2d a mos. Bar Gold p. vs std. 77s. 1d.

" 11, 23 11/16d cash, 23 1/2d a mos. French Gold Coin p. vs 76s. 4d.

" 13, 23 9/16d cash, 23 1/2d a mos. U.S.A. Gold Coin p. vs 76s. 4d.

" 14, 23 9/16d cash, 23 1/2d a mos. nominal.

Average for the week. 23 5/6d cash 23 7/8s. 2 mos.

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"SILESIA"

Captain v. Hoff, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained against Bills of Lading countersigned by the Under-signer:

Optional Cargo will be carried on unless notice to the contrary be given before 10 A.M.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant, will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 10th of November, at 3 P.M.

Intimation.

**WM.
Powell,
Ld.,**

ALEXANDRA
BUILDINGS.

FINE
FOOTWEAR

FOR
LADIES and
CHILDREN.

SMART
WALKING
SHOES

IN

BLACK GLACE.
TAN GLACE,
BLACK BOX CALF,
TAN WILLOW,
CALF:



DAINTY SHOES
FOR
AFTERNOON AND
EVENING
WEAR.

THE

"PETER PAN"

The most comfortable
and reliable Children's
Shoes ever produced.



Built on Anatomical
lines and recommended
by eminent chiropodists.

The Finest English
Leather only used in
the construction of these
shoes.

STOCKED

IN

BLACK GLACE,
TAN GLACE,
BLACK CALF,
TAN CALF.

BY

**W.M. POWELL,
LTD.**

ALEXANDRA
BUILDINGS,

Hongkong, 8th October, 1909.

To Let.
TO LET.
I No. 6, DES VEAUX ROAD CENTRAL, Offices and Godowns.
I No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices. ROOMS in College Chambers, No. 31, WYNDHAM STREET.
Apply to— DAVID SASSOON & CO., LTD. Hongkong, 15th September, 1909. [581]

To Let.
GODOWN, No. 4, PRAYA, Kennedy Town. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD. Hongkong, 22nd October, 1909. [730]
TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.
Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD. Hongkong, 3rd June, 1909. [463]
TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Veaux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.).
Apply to— THE COMPRODOR DEPARTMENT, E. D. SASSOON & CO., Queen's Road Central. Hongkong, 11th September, 1909. [168]
TO LET.

No. 1 & 3 MORRISON HILL, also OFFICES at No. 3 PEDDER STREET.
Apply to— Messrs. JARDINE, MATHESON & CO., LTD. Hongkong, 19th May, 1909. [408]
TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
EXMOOR, CONDUIT ROAD.
No. 3 CLIFTON GARDENS, CONDUIT ROAD.
A HOUSE in WONG-MEI-CHONG ROAD.
A HOUSE in RIFON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 165, DES VEAUX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
No. 10, DES VEAUX ROAD CENTRAL 1st Floor.
Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD. Hongkong, 1st November, 1909. [5]
TO LET.

GODOWN, No. 54, DUDDELL STREET.
Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD. Hongkong, 1st November, 1909. [408]
TO LET.

For Sale.
A MERICAN BILLIARD TABLE (Nearly New). Balls, Cues, Rest, all complete. Apply to— GEO. MCBAIN, No. 22, New Praya. Hongkong, 6th November, 1909. [762]
FOR SALE.
A GOOD SELECTION OF XMAS and NEW YEAR CARDS and other Goods from RAPHAEL TUCK and SONS, just received for the Season. Packets of 18 XMAS and NEW YEAR CARDS, all different designs, for 50 cents only. Private Greeting Stationery. &c., &c., &c. Inspection invited.
GRACIA & CO., 27, Des Veaux Road. Hongkong, 5th November, 1909. [105]

LEE YEE HAIR DRESSING SALOON.
HAS ALWAYS ON HAND CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.
18, D'AGUILAR STREET, HONGKONG. Hongkong, 1st September, 1909. [101]

SHANGHAI AUTUMN RACES.

POSTPONED ON ACCOUNT OF RAIN.

The following is taken from the *Shanghai Times*:—
2nd November.

Great disappointment was expressed throughout the Settlement yesterday owing to the fact that the opening of the autumn meeting of the Shanghai Race Club had to be postponed on account of the inclement weather. Early in the morning the conditions were extremely unfavourable and the stewards met together at the Race Club and, after a consultation, decided to put the opening off until to-day. Later in the morning the rain, which had been falling in a persistent and soaking drizzle, let up somewhat; but the respite was only brief and the afternoon was indeed a miserable one for any outdoor function.

The postponing of the opening day gave rise to considerable comment, and generally speaking opinions seemed to be fairly well divided as to the wisdom of the course adopted by the stewards. There can be no question that had the meeting opened yesterday the attendance would have been very small and the races would have been deprived of much of their interest, but then, on the other hand, those who had taken long chances with regard to the ponies might have been favoured. On a hard dry course the favourites might reasonably be expected to win; on such track as was available yesterday, anything might have happened.

It is seldom that the stewards decide on a postponement; in fact, it is almost unprecedented as far as Shanghai is concerned, though some fifteen years ago rain necessitated an exactly similar proceeding and the off-day at the last autumn meeting was postponed on account of the state of the track, which was then positively dangerous. And the course yesterday was little better than on that off-day, though all the races would have been on the course proper, none over the steeple-chasing course. The general public will no doubt agree with the stewards that a postponement was essential yesterday, and it is to be hoped that to-day will be much better for everyone.

FIRST DAY.

3rd November.

Despite the postponement of the races and the fact that yesterday was a very dull day, though at times the sun gamely tried to struggle forth through the clouds which flocked the sky, there was a good attendance at the race meeting, and the utmost interest was manifested in the various events. The success of Mr. C. R. Burkhill as a jockey was generally commented upon. Without doubt Mr. Burkhill is one of the best riders we have seen for many years here. He is no "griffon," All Shanghaileans know him of old, but the manner in which he brought the "Rose" home in front of Gemini yesterday was worth going a long way to see. Our Hongkong visitors—who include Sir Paul Chater, Mr. H. P. White, Mr. T. F. Hough, etc., will go south full of praise for Mr. Burkhill's riding, though they have seen him in Hongkong and here before. His riding was the feature of the meeting, hence our dwelling upon it to such length. The defeat of China in the St. Leger came as a surprise to many, as also did the defeat of Stadionca in the British Navy Cup. Seldom indeed has the old adage—"There's many a slip twixt the cup and the lip"—been more emphasized than yesterday. Of course, the course was heavy; in fact, in the early forenoon it seemed actually dangerous close to the rail, so greasy did it seem, but a plentiful supply of sand soon rectified that. As the day wore on the course improved wonderfully; by to-morrow, providing no rain falls in the interim, it should be very fast. Gemini proved a disappointment in the Criterion Stakes, but there are still two opportunities for this popular pony to win a race and qualify for the Champion. He certainly did not run to his form yesterday and his running to-day in the Siccawei Cup will be watched with interest.

Shortly before the races commenced Mr. W. R. Parkin of the *North China Daily News* was presented with a pair of 2½ in. glasses by his comrades of the press in commemoration of the fact that he had attended 21 consecutive meetings in Shanghai. It falls to the lot of few of us to attend so many meetings and Mr. Parkin was heartily congratulated by his colleagues. He briefly replied, acknowledging the compliment paid him.

SECOND DAY'S EVENTS.

4th November.

Yesterday was another gloomy day and rain fell almost incessantly during the afternoon, rendering it very unpleasant on the lawns, or anywhere else, except in the various sheltered stands. The course was comparatively hard when the day's racing commenced, but the steady rain made it very wet as the day progressed and, towards the close it was cut up badly, the ponies digging lumps out as they galloped along. Naturally the attendance was poor and those who were present paid a great deal more attention to betting than anything else. It was difficult to distinguish the jockeys' colours when the ponies were at the back of the course and this to a great extent robbed the events of much of their interest. After Hankow's running in the Maloo Plate yesterday, it was only natural that he should be well supported for the Northern Cup, but that he would defeat Gemini as decisively as he did was hardly to be expected, particularly as he was ridden by Mr. Dupree and not by Mr. Burkhill. This is not meant in disparagement of Mr. Dupree's riding, but Mr. Burkhill rode so well on the first day that the fact that he was riding any pony seemed sufficient to induce many people to back him and in this race he was up on Rave d'Or Rose. The race resolved itself into a struggle between the three ponies mentioned, and Hankow won easily, Mr. Burkhill getting second with Mr. Moller, on Gemini a close third. How strongly were these three ponies fancied may be gauged from the fact that of the 714 tickets taken, no less than 605 were on the three mentioned. Consequently dividends were small; in fact, the dividends worked out to \$1.30 for Hankow,

\$1.30 for Rave d'Or Rose and \$1.20 for Gemini.

Ten to one on Hankow, 16 to one on Rave d'Or Rose and twenty-five to one on Gemini for a place it amounted to! Gemini's running was disappointing, for shortly before the straight was entered upon he seemed to have a good winning chance, but then he went right off and fell away in the last fifty yards. The fact that Regulus failed to get a place in the Ohina Cup was rather surprising to many on the course. He was third favourite for a win and second favourite for a place, but he did not show up at all during the race, being in the pack the whole of the time. Kirkpatrick, a generally expected, won, but only by a length, and Cherry Tree sprang a surprise by getting into second place. It was also something hardly anticipated when Verdun, ridden by Mr. Burkhill, faded away in the straight after being two lengths ahead at the quarter mile post. Apparently a mile is too long for Verdun, but his stable companion, Vedas, came through rapidly and filled third place, paying \$1.50. Spring Rose and Pegasus divided favouritism for the Shanghai Stakes and the Hongkong pony won by a length, Pegasus getting second by a couple of lengths from Piscola. Mr. Burkhill again rode with excellent judgment and won skillfully.

Gothic and Sindacca were both well sup-

ported for the Pagoda Cup, but failed to dispose of Capitaine Maurice, well ridden by Mr. Schorr. As the winner was but slightly fancied the dividend was a good one, being \$1.80 for a win, and \$1.40 for a place. Marbles was a disappointment in the Llama Miau Stakes, being beaten right out of a place in a field of six starters. Susquehanna made an excellent effort to land the race and after setting the pace throughout was only passed in the straight by Sagittarius. Mr. Moller, in this event, displayed good judgment as he rode a waiting race until the last half mile and then set about wearing down the leader and this he did in great style. Kingsclere and Milkman were the most fancied ponies for the Rubicon Plate and the former won with Milkman in third place. The Racing Stakes provided a good race between Russley and Fabulus, both of whom were heavily backed. Russley made an excellent start and beat of Fabulus in the last few strides.

Millepates was a hot favourite for the Syces Stake and won fairly easily and Little Gem Rose decisively beat Gemini in the last race of the day.

HONGKONG AVERAGE MARKET PRICES.

Corrected 5th November, 100 cts. per 5 Mts.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa	\$20
Corned—Ham Ngau Yak	\$20
Roast—Shiu	\$20
Breast—Ngan Lam	\$20
Soup, Tong Yuk	\$15
Steak—Ngau Yuk Pa	\$20
" Shiojohn—Ngau Lau	\$30
Sausages—Ngau Yuk Chaung	\$26
Bullock's Brains—Know	\$10
" Tongue fresh—Ngau Li	\$50
" corned—Ham Ngau Li	\$60
Head—Ngau Tau	\$80
Heart—Ngau Sum	\$12
Hump, Salt—Ngan Kin	\$8
Foot—Ngau Kook	\$10
Kidneys—Ngau Yiu	\$10
Tail—Ngau Met	\$18
Liver—Ngau Gon	\$12
Tripe (undressed)—Ngau To	\$6
Calves' Head and Feet—Ngau-chai-tan-koek	\$1.00
Mutton Chop—Young Pai Kwat	\$22
" Leg—Young Pei	\$22
" Shoulder—Young Shau	\$20
Pigs' Chittlings—Chi cheong	\$22
Brains—Chi Know	\$20
" Feet—Chi Koek	\$2
Fry—Chi Chak	\$15
Head—Chi Tau	\$18
Heart—Chi Sum	\$each
Kidneys—Chi Yi	\$pair
Liver—Chi Ko	\$12
Pork Chop—Chi Pai Kwat	\$21
" Corned—Ham Chu Yuk	\$24
" Leg—Chi Pei	\$24
" Fat or Lard—Chi Yu	\$18
Sheep's Head and Feet—Young Tau	\$each
" Keok	\$set
Heart—Young Sum	\$each
Kidneys—Young Yiu	\$each

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.
LIME FRUIT CHAM-
PAGNE.
ORANGE CHAMPAGNE.
STONE GINGER BEER.

PALATABLE
AND
REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

only a glimmering of the actual results which may be expected to accrue when existing stocks are completely exhausted could be obtained at present, but even that would be something to guide us in forming our opinions as to the Government's wisdom in establishing an excise system in Hongkong. In the United Kingdom, it is the practice of all central Customs Houses to issue a monthly report showing the payments that have been received on dutiable goods. These reports are exceedingly useful as means of enabling the country to understand the position of affairs so far as the revenue to be derived from the Customs is concerned, and we would suggest that the example of the home department should be followed in Hongkong. Judging by the considerable rise which has been made by the leading hotels in the prices of liquors sold by retail, the Government should already be reaping part of the benefits it hoped to obtain by the passing of the Ordinance, otherwise the hotelkeepers and other licence-holders are entirely unjustified in framing a new tariff. In most cases the advance represents an increase of 20 per cent on the former cost of the liquors ordinarily in request, and it will not be claimed that previous rates were unremunerative. A 20 per cent enhancement of the price of all spirits, wines and malt liquors is an exceptional rise if it be true that in most cases the licence holders are drawing on old stocks, and even if the arrangement has been made by general agreement among the retailers of strong drink we still believe that the increase is calculated to affect adversely the returns of those who would wish to fleece the foolish lambs known as consumers. There are cases, we believe, where no advance has yet been made, but such self-abnegation on the part of an infinitesimal minority is due either to the fact that the ruling prices were above those in existence prior to the adoption of the Ordinance in question, or because the class of customers attending these hosteries were financially unable to meet any further charge. Of course, licence-holders are perfectly entitled to fix their rates at any height they please. Already they pay huge amounts for the privilege of retailing intoxicants, and it is their laudable endeavour to cover the cost of the import duties, licences and other material expenses and also to make a profit. But the customer is not to be reckoned a negligible quantity, and where he finds that he is mulcted in a sum representing 20 per cent, above the prices that formerly prevailed it is just possible that he may take the bit between his teeth and leave the licence-holders in the lurch. We are without inside information on the subject, but there are many who believe that if the chit system were abolished there would be no cause for any advance in the cost of retail liquors. Hotelkeepers have to protect themselves against the defaulter who "runs up" a big account and forgets, to liquidate his liabilities, and they adopt the false economic method of making the honest individual pay for the dishonest. If ever there was a time when the chit system could be abolished once and for all it is now, for it is certain that when the ordinary chit-signer comes to review his accounts at the end of the present month he will find that his faculty of being able to sign his name has led him to exceed his ordinary outlay by 20 per cent, which is no small trifle where assistants in offices are concerned. One has only to figure out what that percentage on an income of \$1,000 a year amounts to in order to realise that in those large concerns which allow a bonus of 15 per cent to their staff, after a year's successful operations, the sum received is not regarded with anything like disdain. But, as we have suggested before, the people concerned may be supposed to know their own business best, although we confess to the feeling that they are flying in the face of their own interests, especially where hotelkeepers and others of that kidney are in question. With regard to that other subject which is bound up with the sale of intoxicants we notice that no proposal was made at the licensing sessions the other day to make an end of the objectionable adjunct licences. It is true that for some fault one of the holders of these licences was penalised to the extent of not only losing his licence altogether but was refused even the full licence for which he had applied. Without entering into the facts, we submit that the sapient justices were unnecessarily harsh, unless, of course, they desire to use this example as a lever to induce the other holders of adjunct licences to take out full licences. It is almost impossible to say what a "meal" should consist of under the terms of the adjunct licence, but anybody who holds that a biscuit or a sandwich is a "meal" for a healthy man must be thinking of Succi, the famous fasting gentleman who lived on air and its constituents. The fact is the indirect result of the Government's import duties, supplemented by the action of the hotelkeepers, will be the fostering of temperance principles in the Colony, and for once the platonian will be overwhelmed in confusion, for we shall all be made sober by Act of Parliament. What benefit the Colony will derive from such a condition of things we leave it to others to discover.

LOCAL AND GENERAL.

FIRE and Marine Insurance Offices will be open for business to-morrow as usual owing to the Bank holiday being cancelled.

THE Police Magistrates' Department shall be excluded from the operation of the Public Holidays Ordinance on Thursday, the 9th inst.

INSPECTOR D. McHardy has been appointed a sanitary inspector for Kowloon City since Sergeant G. Sim, with effect from the 1st ultimo.

MR. BRAVEN will act as Local Auditor during the absence on leave of Mr. H. K. Phelps until further notice, with effect from the 25th ultimo.

The British cruiser *Monmouth* arrived in port to-day from Woosung, and the Portuguese battleship *Vasco da Gama* from Shanghai yesterday.

It is notified that Thursday, the 25th November, 1909, being the day on which His Majesty's Birthday is ordered to be kept, will be kept as a public holiday in the Colony.

THE Chinese Engineering and Mining Co., Ltd, kindly informs us that the total output of the Company's three mines for the week ending October 23, 1909, amounted to 28,767.27 tons and the sales during the period to 21,313.43 tons.

CAPTAIN Edmond Marnaduke Dayrell, R.N., who died on September 18 at Sandown Villa, Havre des Pas, Jersey, was, while in command of H.M.S. *Cochrane* in the China Seas, several times mentioned in dispatches for zeal in dealing with pirates.

The death has occurred, at the age of eighty-one, of Major-General John Edward Hope, late R.A., who served in the trenches throughout the siege of Sebastopol, Lieutenant Hope, son of the late Major-General Hope, married Miss Christine Cooper, daughter of Mr. and Mrs. Shelton Cooper, of Hongkong, on November 27, 1907.

THE speech from the Throne, at the opening of the Netherlands States-General, stated that the Government intended to do its best to check the consumption of opium in Netherlands Indie, and would also frame a law to encourage mining enterprise there. Five millions of golders will be spent in Java, next year, on irrigation works, and road-making.

RETURN OF VISITORS TO THE CITY HALL LIBRARY AND MUSEUM FOR THE WEEK ENDING THE 7TH NOVEMBER, 1909.—

	LIBRARY.	MUSEUM.
Non-Chinese.....	402	258
Chinese.....	212	2,250
Total.....	614	2,508

* * * * * The Hongkong Agency of the C.P.R. reports that the Yokohama Agency is in receipt of a wireless message from the R.M.S. *Empress of India* despatched on Saturday last, the 6th instant, at 11 p.m., at which time the steamer was 1,600 miles distant from Japan. It is calculated that the vessel should reach Yokohama early on Thursday morning next, the 13th instant.

"My Lord, they are hammering the girders, and they are carrying on work at the Post Office and Hongkong Hotel. It is impossible to carry on the work of the Court," said Mr. F. B. L. Bowley in the course of a summary action in the Supreme Court this morning. His Lordship ordered that the noise be stopped but after a few minutes, the hammering was continued with even greater vigour.

REGULATION No. 20, under the heading "Steam Whistles" in Table M. in the schedule to the Merchant Shipping Ordinance, 1899, made by the Governor-in-Council on the 4th day of February, 1908, and published in the *Government Gazette* on the 20th day of March, 1908, is amended by adding the following words at the end thereof:—"and except for the purpose of giving necessary notice of her approach towards any other vessel, when one prolonged blast of from 4 to 6 seconds' duration shall be sounded."

RETURNS of the average amount of banknotes in circulation and of specie in reserve in Hongkong, during the month ended 31st October, 1909, as certified by the manager of the respective Banks:—

BANKS.	AVERAGE AMOUNT.	SPECIE IN RESERVE.
Chartered Bank of India, Australia and China, \$4,723,548	\$4,700,000	
Hongkong and Shanghai Banking Corporation, 11,842,694	13,000,000	
National Bank of China, Limited, 53,450	n/a	
Total,.....	\$16,069,692	17,200,000

UNDER date Shanghai, 4th inst., Messrs. Wheelock and Co. write in their forthcoming market report:—"Our homeward freight market continues to show last writing and all lines seem to have no difficulty in carrying away good cargoes. Coastwise:—This market has strengthened considerably during the last fortnight owing to the scarcity of outside tonnage. There are many orders in the market which have not been filled. For London and Liverpool the s.s. *Dardanelles* leaves on the 8th and the s.s. *Ogden* will sail for London Amsterdam and Antwerp on the 10th; on the 13th s.s. *Peking* leaves for Marseilles, Havre, Copenhagen and Baltic ports; for Havre, Rotterdam and Hamburg the s.s. *Belgrave* on the 15th; Genoa, Marseilles, London and Antwerp the s.s. *Kialoa Maru* on the 14th; and for Marseilles, London and Antwerp the s.s. *Wok* on the 15th and the s.s. *Sado Maru* on the 23rd prox.—The following boats are advertised to load on this 8th:—For Genoa and Liverpool the s.s. *Dardanelles* leaves on the 8th and the s.s. *Ogden* will sail for London Amsterdam and Antwerp on the 10th; on the 13th s.s. *Peking* leaves for Marseilles, Havre, Copenhagen and Baltic ports; for Havre, Rotterdam and Hamburg the s.s. *Belgrave* on the 15th; Genoa, Marseilles, London and Antwerp the s.s. *Kialoa Maru* on the 14th; and for Marseilles, London and Antwerp the s.s. *Wok* on the 15th and the s.s. *Sado Maru* on the 23rd prox.—The following boats are advertised to load on this 8th:—For Genoa and Liverpool the s.s. *Dardanelles* leaves on the 8th and the s.s. *Ogden* will sail for London Amsterdam and Antwerp on the 10th; 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Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 11 DAYS HONGKONG TO VANCOUVER
SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.
(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong, From St. John.

"MONTEAGLE".

SUNDAY, NOV. 21ST.

"EMPEROR OF INDIA".

SATURDAY, DEC. 4TH.

"EMPEROR OF JAPAN".

SATURDAY, JAN. 1ST.

"Empress".

"Monteagle".

12 NOON.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train, and at St. John, N.B. with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON; 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping-Car while crossing the American Continent by Canadian Pacific direct Line). 71.10

Passenger for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDICK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For Steamship On
SHANGHAI VIA SWATOW, YATSHING TUESDAY, 9th Nov., Noon.
TIENTSIEN & WHAIWEI & CHEFOO, CHEONGSHING WEDDAY, 10th Nov., 4 P.M.
SGAPORE, PENANG & CALOUTTA, KUTSANG FRIDAY, 12th Nov., 2 P.M.
MANILA LUONGSANG FRIDAY, 12th Nov., 4 P.M.
SHANGHAI CHOUYSANG SUNDAY, 14th Nov., Daylight.
SGAPORE, PENANG & CALOUTTA, KUMSANG WEDDAY, 17th Nov., 3 P.M.
MANILA YUENSANG FRIDAY, 19th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE NAMSANG TUESDAY, 30th Nov., 3 P.M.
& MOJI

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutang*, *Namsang* and *Fokang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang; taking Cargo on through Bills of Lading to Kudat, Lahad, Data, Simporne, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., General Managers. Telephone No. 61. Hongkong, 8th November, 1909.

6

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Choway*, *Lixian*, *Chinchin*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 36. Hongkong, 8th November, 1909.

HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Foss.	Captain.	For	Sailing Dates:
RUBI	1540	R. W. Almond	MANILA	SATURDAY, 13th Nov., at Noon.
ZAFIRO	1540	R. Rodger	"	SATURDAY, 20th Nov., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 8th November, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE,
YOKOHAMA, HONOLULU, SALINA CRUZ
and MANZANILLO (Mexico).

S.S. MANSHU MARU 5,000 tons gross Sail 10th Dec., 1909, at Noon.

S.S. AMERICA MARU 6,000 " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, King's Building.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM".

Captain St. John George, will be despatched as above on WEDNESDAY, the 10th November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 26th October, 1909.

[157]

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, Ceylon, Australia, India,

Aden, Egypt, Mediterranean

Ports, Plymouth and

London.

(Through Bills of Lading issued for BA-AVIA,

PERSIAN GULF, CONTINENTAL, AMER-

ICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA".

Captain H. Powell, carrying His Majesty's

Mails, will be despatched from this for BOM-

BAY, &c., on SATURDAY, the 13th Novem-

ber, at Noon, taking Passengers and cargo for

the above Ports in connection with the Com-

pany's S.S. *Macdonald*, 10,125 tons, from

Colombo, Passenger accommodation in which

vessel is secured before departure from Hong-

kong.

Silk and Valuables, all cargo for France

and Tea for London (under arrangement)

will be transhipped at Colombo into the

Mail steamer proceeding direct to Marsella

and London, other cargo for London, &c., will

be conveyed via Bombay by the R.M.S.

Perseus, due in London on 27th December,

1909.

Parcels will be received at this Office until

4 P.M. the day before sailing. The contents

and value of all packages are required.

For further particulars, apply to

E. A. HERWETT,

Superintendent

Hongkong, 1st November, 1909.

[4]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE

AND PENANG.

Having connection with Company's Mail

Steamers to PORT SAID, MESSINA,

NAPLES, LEGHORN and GENOA, also

VENICE and TRIESTE, all MEDITERR-

ANEAN, ADRIATIC, LEVANTINE and

SOUTH AMERICAN PORTS up to CALLAO.

Taking cargo at through rates to PERSIAN

GULF and BAGDAD, also BARCELONA,

VALENZA, ALICANTE, ALMERIA and

MALAGA.)

THE Steamship

"CAPRI".

Captain Dini, will be despatched as above

on FRIDAY, the 12th inst., at Noon.

For further particulars regarding Freight

and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 3rd November, 1909.

[16]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WYNERIC".

Captain Tomlinson, will be despatched as above on 26th inst.

For Freight or Passage, apply to

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	18/11/16
Do demand	18/11/16
Do 4 months' sight	1/8/11/16
France—Bank T.T.	1/8/11/16
America—Bank T.T.	1/8/11/16
Germany—Bank T.T.	1/8/11/16
India T.T.	1/8/11/16
Do demand	1/8/11/16
Shanghai—Bank T.T.	75
Singapore—Bank T.T. per H.K. Sto	73
Japan—Bank T.T.	84
Java—Bank T.T.	104
Buying.	
4 months' sight L/C	1/8/11/16
6 months' sight L/C	1/8/11/16
90 days' sight San Francisco & New York	42
4 months' sight do	44
90 days' sight Sydney & Melbourne	1/8/11/16
4 months' sight France	24
6 months' sight do	23/8/11/16
4 months' sight Germany	18/11/16
Bar Silver	23/8/11/16
Bank of England rate	5%
Sovereign	11/11/16

THIS WEATHER.

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FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, strong; fair.

2.—Formosa Channel, N.E. winds, strong to a gale.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, N.E. winds, strong.

Shipping.

Arrivals.

Chusan, Br. s.s., 1/18, W. E. Sawyer, 6th Nov.—Sourabaya, 27th Oct., Sugar—J. M. & Co.

Tourane, Fr. s.s., 3/10, G. Bourcier, 7th Nov.—Yokohama, 30th Oct., and Shanghai 6th Nov., Mails and Gen.—M. M.

Aldenham, Br. s.s., 3/8, St. John George, 7th Nov.—Kobe 2nd Nov., Gen.—G. L. & Co.

Haitan, Br. s.s., 1/18, J. S. Roach, 7th Nov.—Amoy 6th Nov., Gen.—D. L. & Co.

Chinhuia, Br. s.s., 1/30, J. Speed, 7th Nov.—Shanghai 4th Nov., Gen.—B. & S.

Protus, Nov. s.s., 1/25, C. Möller, 7th Nov.—Bangkok and Swatow 6th Nov., Gen.—K. K. Tye Loong.

Singa, Br. s.s., 1/27, J. Warrack, 7th Nov.—Haiphong and Hoibio, 7th Nov., Gen.—B. & S.

Siam, Br. s.s., 9/1, R. O. Bions, 7th Nov.—from Lankat and Singapore, Kerosine Oil—Mr. Geo. MacBain.

Vasco da Gama, Portuguese cruiser, 3/20, Augusto José d'Almada, 7th Nov.—Shanghai 3rd Nov.

Tien-tsin, Br. s.s., 1/27, F. Boyd, 7th Nov.—Canton 6th Nov., Gen.—B. & S.

Keld, Nov. s.s., 9/10, T. Helico, 7th Nov.—Canton 6th Nov., Gen.—Asgard, Thorson & Co.

Kwangtung, Chi. s.s., 1/26, Wm. H. Lunt, 7th Nov.—Canton 6th Nov., Gen.—C. M. F. N. Co.

Taiwan, Chi. s.s., 1/26, Juliusen, 7th Nov.—Tsin-ting 1st Nov., Gen.—Walton & Co.

Kumtung, Br. s.s., 2/1, E. J. Buller, 8th Nov.—Calcutta via Penang and Singapore 1st Nov., Gen.—J. M. & Co.

Iyo Maru, Jap. s.s., 3/18, T. L. Harrison, 8th Nov.—Yokohama via Ports and Shanghai 5th Nov., Gen.—N. Y. K.

Takao Maru, Jap. s.s., 1/27, T. Fukui, 8th Nov.—Taiwan 3rd Nov., Gen.—M. B. K. Brand, Nov. s.s., 1/19, H. Eveson, 8th Nov.—Canton 7th Nov., Gen.—Walton & Co.

Keong Kai, Ger. s.s., 1/15, J. Köhler, 8th Nov.—Samara 6th Oct., Sugar—B. & S.

Kuching, Br. s.s., 1/25, W. B. Brown, 8th Nov.—Tsin-ting 29th Oct., Gen.—B. & S.

Loongsang, Br. s.s., 1/23, F. Wheeler, 8th Nov.—Manila 29th Nov., Gen.—J. M. & Co.

Mouthmouth, Br. cruiser, 9/20, G. W. Smith, 8th Nov.—Woosung 3rd Nov.

Clearances at the Harbour Office.

Siam, for Amoy.

Chihsia, for Canton.

Kuching, for Canton.

Wongkai, for Swatow.

Chengkung, for Canton.

Naidam, for Canton.

Tourane, for Saigon.

Ghulchoty, for Shanghai.

Departures Nov. 7.

Holman, for Swatow.

Lima, for Shanghai.

Telamachus, for Saigon.

Tonkin Maru, for Singapore.

Nov. 8.

Dalit Maru, for Swatow.

Mandarin Maru, for Milne.

Kwintang, for Ningpo.

Chongming, for Canton.

Chinhuia, for Canton.

Triumph, for Pahkoi.

Passengers arrived.

Per Protus, from Bangkok, Ec.—139 Chinese.

Per Halton, from Amoy—Count Von Moltke, Mr. Hodder, Dr. Geil, and 100 Chinese.

Per Chinhsia, from Shanghai—Mr. and Mrs. Maxwell; Messrs. Mackie, Hamet, Hill, Buyers and Ordway.

Per Kengtung, from Calcutta, &c.—Mr. and Mrs. Elliot and family, Messrs. G. A. Malcolm, F. L. Watson, and 87 Chinese.

THE HONGKONG TELEGRAPH MONDAY NOVEMBER 8 1900

COMMERCIAL.

TO-DAY'S EXCHANGE.

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Do demand	18/11/16
Do 4 months' sight	1/8/11/16
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Singapore—Bank T.T. per H.K. Sto	73
Japan—Bank T.T.	84
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Mouthmouth, Br. cruiser, 9/20, G. W. Smith, 8th Nov.—Woosung 3rd Nov.

Clearances at the Harbour Office.

Siam, for Amoy.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUR	PAID UP	POSITION AS PER LAST REPORT RESERVE	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS	
BANKS.									
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$15,000,000 \$250,000}	\$2,001,810	Interim of £2 for account 1909 @ ex 1/9; £21.72.....	4 %	50/- sellers London £50.15/	
MARINE INSURANCES.									
Canton Insurance Office, Limited	10,000	\$150	\$10	{ \$1,560,000 \$154,181 \$103,19 \$15,000}	none	5/- for 1908.....	7 %	\$163/- sellers	
North China Insurance Company, Limited	10,000	£15	£1	{ Tls. 150,000 Tls. 305,747 Tls. 116,277 \$10,000,000 \$105,248 \$105,149 \$103,809}	Tls. 160,512	Interim of 7/6 for 1908.....	51 1/2	Tls. 105	
Union Insurance Society of Canton, Limited	10,400	\$150	\$100	none	88,464,901	Final of \$1/ making \$1/ for 1907 and Interim of \$3/- for 1906.....	56 %	\$64/- sellers	
Yangtze Insurance Association, Limited	10,000	\$100	\$60	{ \$1,000,000 \$104,405 \$100,104}	50/-	\$1/ and bonus \$1/ for 1907.....	7 %	\$132/- sellers	
FIRE INSURANCES.									
China Fire Insurance Company, Limited	10,000	\$100	\$20	none	875,341	\$6 and bonus \$1/ for 1907.....	7 %	\$114 buyers	
Hongkong Fire-Insurance Company, Limited	8,000	\$150	\$50	none	51,484,712	\$1/ for 1907.....	7 1/2 %	\$375	
SHIPPING.									
China and Manila Steamship Company, Limited	30,000	\$15	\$15	none	51,025	\$1/ for 1906.....	...	\$81/- sellers	
Douglas Steamship Company, Limited	20,000	\$10	\$10	none	Nil	2/- for year ending 30.6.1908.....	7 %	\$33	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	none	521,720	Interim of \$1/ for account 1909.....	78 %	\$31 sellers	
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	none	525,645	6/- for 1907 on Preference shares only @ ex 1/9.11/10 = \$3. 154.....	...	\$60 buyers	
"Do. do. (Deferred)"	60,000	£5	£5	none	524,000	Final of 2/- for 1908 and interim of 1/- for a/c 1909.....	...	72/- buyers	
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	none	568,819	\$1.00.....	4 %	\$26	
"Star" Ferry Company, Limited	10,000	\$10	\$10	none	51,121	\$0.50 for year ending 10.4. 1909.....	31 %	\$14	
REFINERIES.									
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$10,000 \$10,848}	Dr. 56,858	\$5 for year ending 31.12.08.....	34 %	\$150 buyers	
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. 5125,891	\$3 for 1907.....	...	\$20	
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,729	Tls. 3/- for year ending 31.8.08.....	...	Tls. 335	
MINING.									
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £12,189}	£111,556	Interim of 1/6 (coupons No. 12) for year ending 29.2.09.....	7 %	Tls. 19 buyers	
Raub Australian Gold Mining Company, Limited	150,000	£1	£10	£12,189	Dr. £2,191	No. 12 of £1/ = 48 cents.....	...	57 1/2 sellers	
DOCKS, WHARVES, & GODOWNS.									
Fenwick (Gao) & Co., Limited	15,000	\$15	\$15	none	548,926	Dr. 57,481	\$1.75 for year ending 31.12.06.....	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	£50	£50	{ £50,000 \$46,806 \$40,000 \$14,372}	50,0102	None.....	...	\$63 sellers	
Hongkong and Whampoa Dock Company, Ltd.	50,000	£50	£50	{ £58,442 \$22,100}	5345,161	Interim of 1/4 for account 1909.....	...	\$55 sellers	
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,361	Final of Tls. 2/- for year ending 30.4.09.....	64 %	Tls. 77 1/2 buyers	
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 6,675,557 Tls. 10,000 Tls. 155,000}	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908.....	7 %	Tls. 135	
LAWNS, HOTELS & BUILDINGS.									
Anglo-French Land-Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 4,134	Tls. 6 for year ending 29.2.09.....	58 %	Tls. 105 buyers	
Central Stores, Limited	50,181	\$15	\$15	none	524,041	\$1.20 on old and 60 cents on first new issue	...	\$17 buyers	
Hongkong Hotel Company, Limited	12,000	\$10	\$10	none	516,975	Interim of \$4.40 on old and 40 cents on new shares for account 1909.....	...	\$75 sales	
Hongkong Land-Investment and Agency Co., Ltd.	50,000	\$100	\$100	none	514,018	Interim of 3/- for account 1909.....	61 %	\$34 new b.	
Humphrys Estate & Finance Company, Limited	150,000	\$10	\$10	none	526,475	60 cents for 1908.....	64 %	\$9 sellers	
Kowloon Land and Building Company, Limited	6,000	\$10	\$10	none	55,182	\$1/- for 1908.....	5 %	\$30 sellers	
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	{ Tls. 1,553,045 Tls. 300,000 none}	Tls. 142,404	Interim of Tls. 3 for account 1909.....	68 %	Tls. 120 sellers	
West Point Building Company, Limited	12,500	\$10	\$10	none	51,968	Interim of \$1 for account 1909.....	88 %	\$43 buyers	
COTTON MILLS.									
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939}	Tls. 8,830	Tls. 5 for year ended 31.10. 1908.....	51 %	Tls. 149 sales	
Hongkong Cotton Splicing, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	59,553	50 cents for year ended 31.7.08.....	6 %	\$6 sales	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	none	Tls. 175,000	Tls. 6 for year ended 30.9.06 (8%).....	...	Tls. 92	
Laon-kung-mow Cotton Splicing & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 8,372	Tls. 4 for 1908.....	...	Tls. 112	
Hay Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	none	Tls. 31,723	Tls. 5 for 1906.....	...	Tls. 460	
MISCELLANEOUS.									
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	51,500	15 % per share for 1908.....	90 %	\$13 sellers	
China-Borneo Company, Limited	60,000	\$15	\$15	none	540,000	\$1.10 for 1908.....	...	\$590 buyers	
China Light and Power Company, Limited	50,000	\$10	\$10	none	514,975	50 cents for year ended 10.2.06.....	81 %	\$61 sales	
"Do. Do. special shares"	30,000	\$15	\$15	none	520,000	80 cents for 1908.....	81 %	\$162 sellers	
China Provident Loan & Mortgage Company, Ltd.	15,500	\$10	\$10	none	522,172	\$1.20 for year ending 31.7.09.....	10 %	\$71 buyers	
Dairy Farm Company, Limited	40,000	£7 1/2	£6	none	53,407	Interim of 3/- cents for account 1909.....	81 %	\$71 buyers	
Green Island Cement Company, Limited	400,000	\$10	\$10	none	51,810	80 cents for year ended 31.12.08.....	82 %	\$12 buyers	
H. Price & Company, Limited	12,500	\$10	\$10	none	53,750	80 cents for year ended 31.12.08.....	82 %	\$10 1/2 sellers	
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	55,760	5/- and bonus 20 cts. for year ending 29.2.09.....	6 %	\$160 sellers	
Hongkong Ice Company, Limited	5,000	\$10	\$10	none	51,195	Interim of \$1 for account 1909.....	...	\$13 buyers	
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	none	57,616	Interim of \$1 for account 1909.....	...	\$131 buyers	
Maastricht (for Mijne), Bosch-en Landbouwelen	25,000	Gls. 100	Gls. 100	{ Tls. 547,500 Tls. 65,914}	Tls. 161,628	Third quarterly of Tls. 14/- for account 1909.....	...	Tls. 760 s.	
Pearl Tramways Company, Limited	25,000	£1	£1	none	58,790	80 cents on fully paid share and 8 cents on 5/- paid shares for year ending 30.4.09.....	6 %	\$140 buyers	
Pearl Tramways Company (new)	50,000	\$10	\$10	none	52,204	None.....	3 %	\$140 buyers	
Philippine Company, Limited	75,000	\$10	\$10	none	55,707	80 cents for year ending 31.12.08.....	3 %	\$140 buyers	
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,830 Tls. 75,000}	Tls. 5,350	Final Tls. 5 making Tls. 8 for 1908.....	48 %	\$104 buyers	
South China Morning Post, Limited	6,000	\$15	\$15	none	51,500	15 % per share for 1908.....	...	\$111 buyers	
Steam Laundry Company, Limited	30,000	\$15	\$15	none	546,002	40 cents for year ending 31.12.08.....	7 %	\$58 buyers	
Union Waterboat Company, Limited	50,000	\$10	\$10	none	516,136	60 cents for year ending 31.12.08.....	5 %	\$104 sales	
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	none	517,2	60 cents per ord. share for year ending 31.5.09.....	04 %	\$21 buyers	
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$100,000 \$25,000}	52,613	Final of 30 cents for 1908.....	68 %	\$18 sellers	
William Powell, Limited	15,000	£7	£7	none	5781				